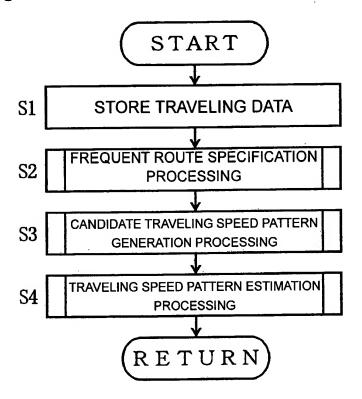
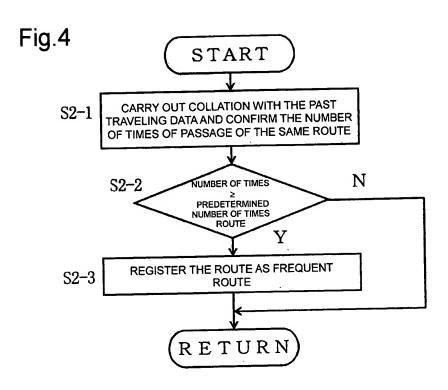


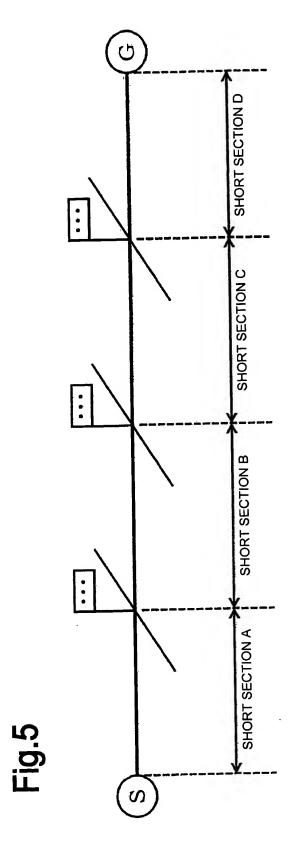
Fig.2

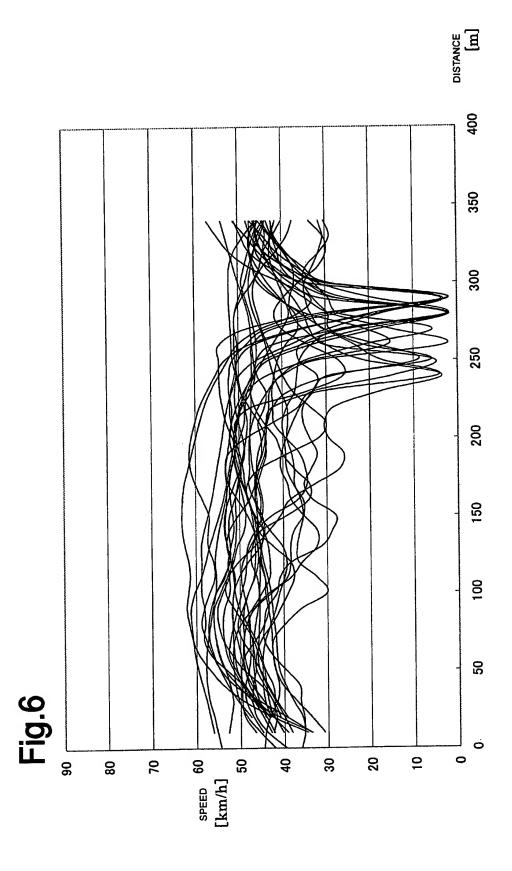
UPHILL ROAD (+) OR DOWNHILL ROAD (-)	VEHICLE SPEED	ENGINE	MOTOR
+8[%] OR MORE	UNLIMITED	80 (%)	20 (%)
LESS THAN +8[%]	0~20 (km/h)	0 (%)	100(%)
	20 (km/h) ~	70 (%)	30 (%)
0 (%)	0~30 (km/h)	0 (%)	100(%)
	30~80 (km/h)	100(%)	0 (%)
	80 (km/h)	80 (%)	20 (%)
LESS THAN -8[%]	UNLIMITED	0 (%)	100(%)
-8[%] OR MORE	0~30 (km/h)	0 (%)	100(%)
	30 [km/h] ~	70 (%)	30 (%)

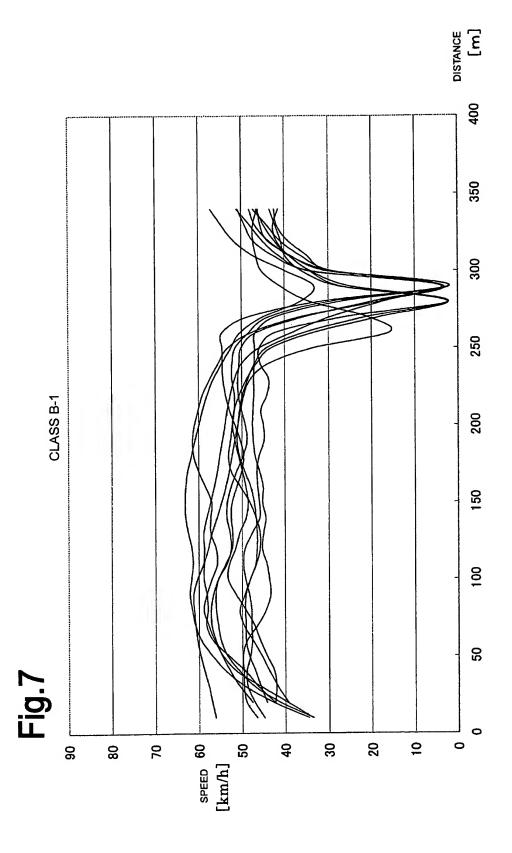
Fig.3

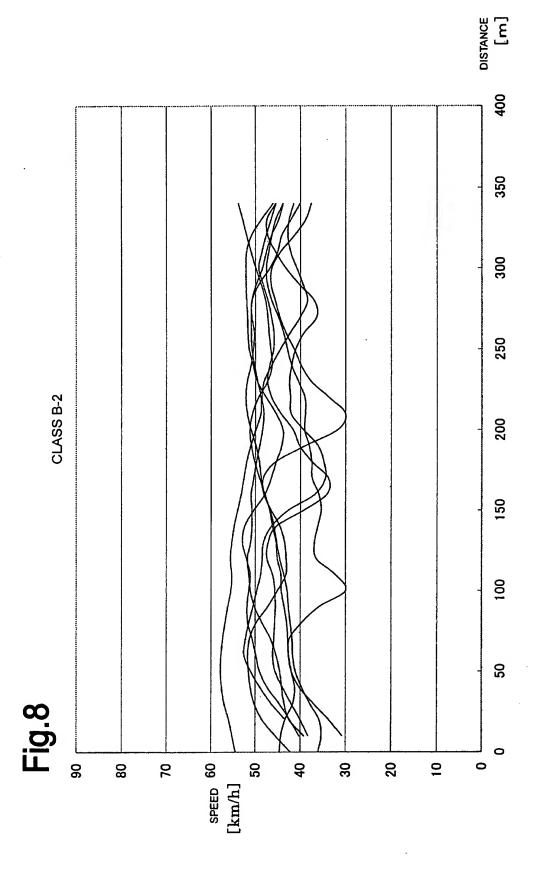


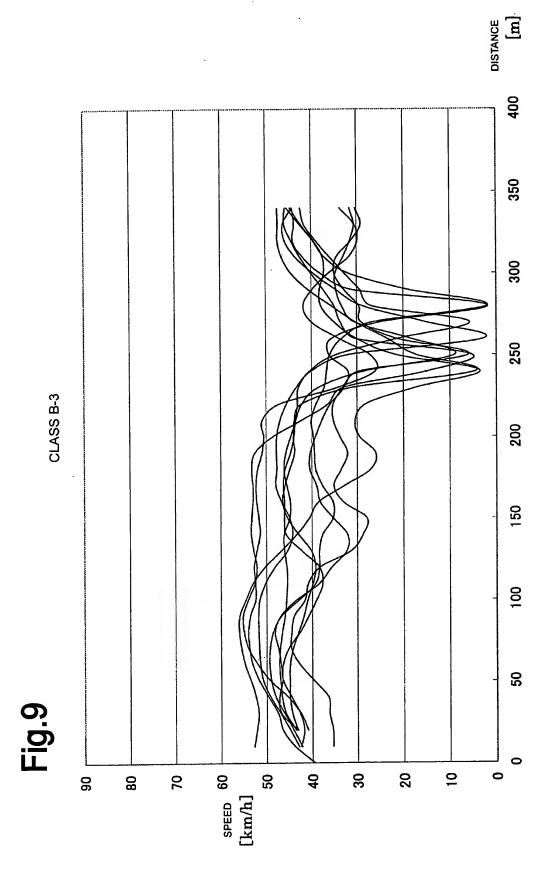


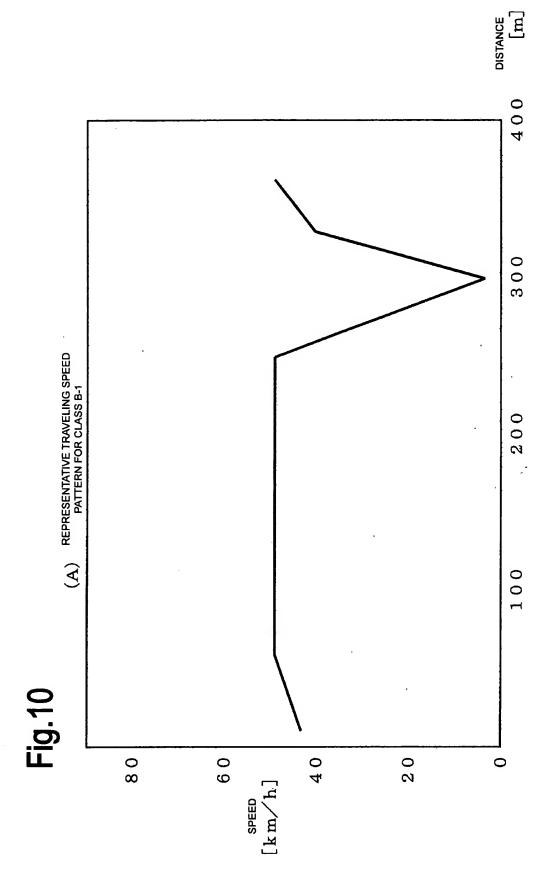


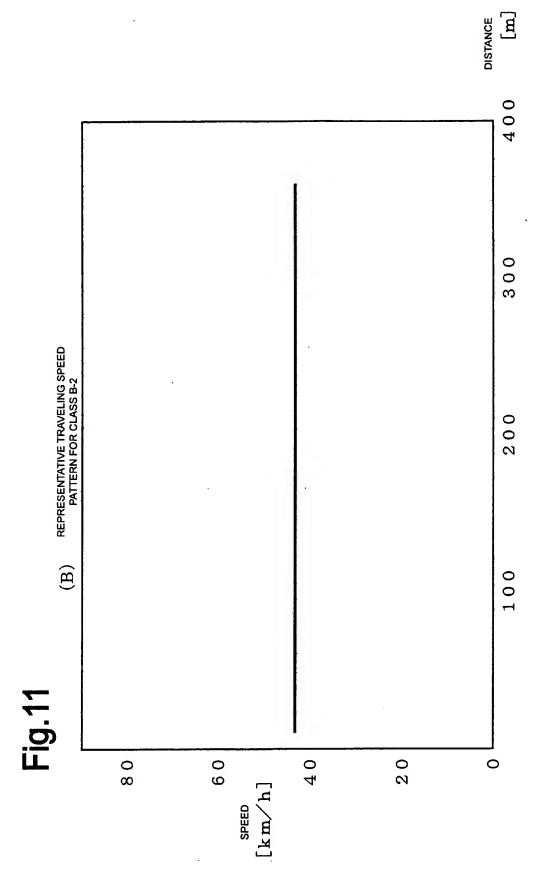


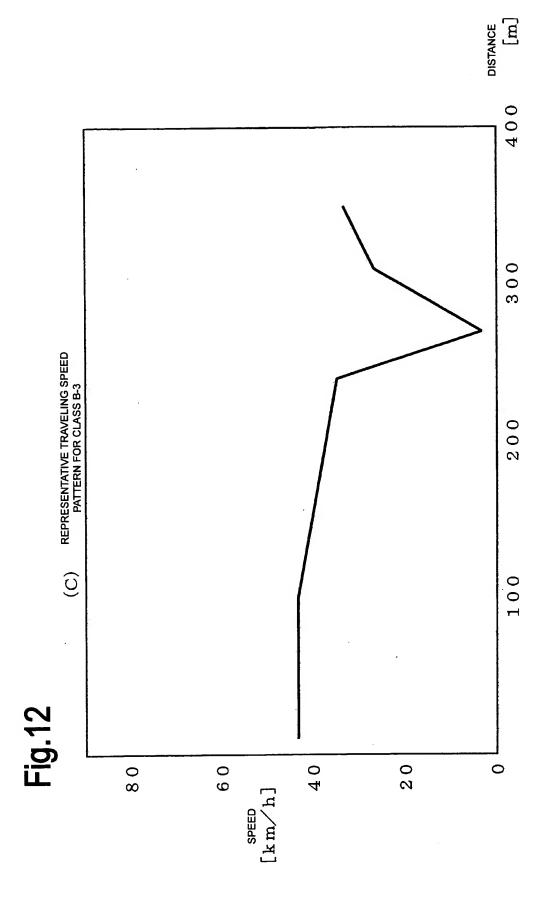


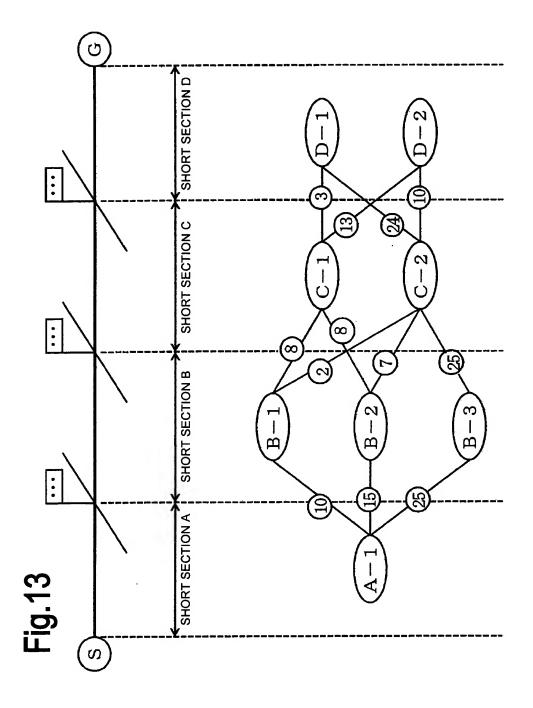


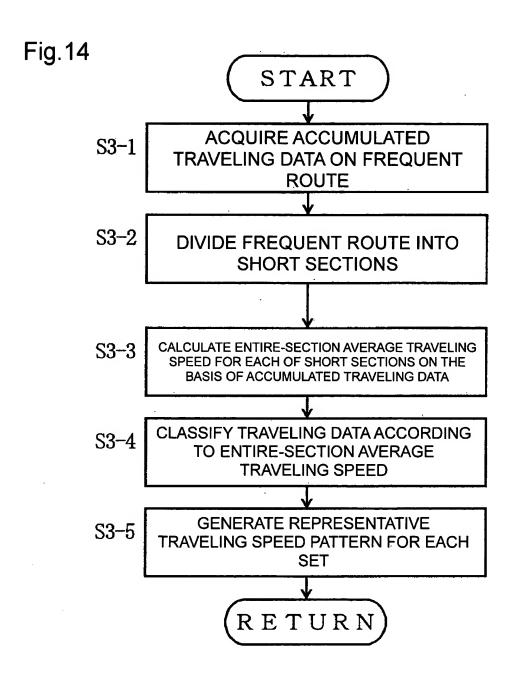


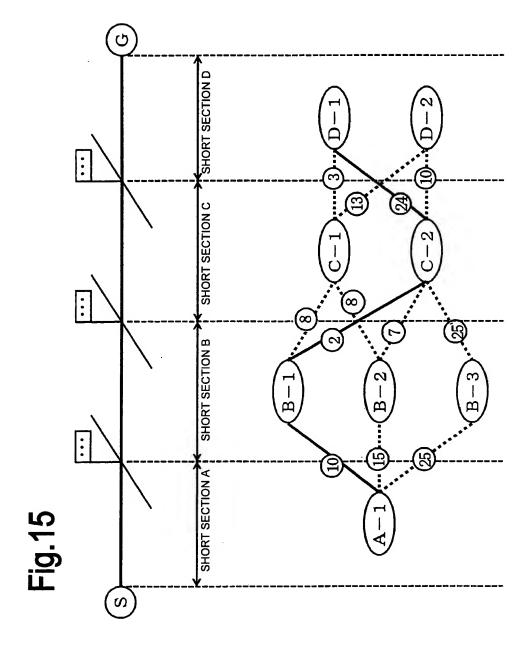


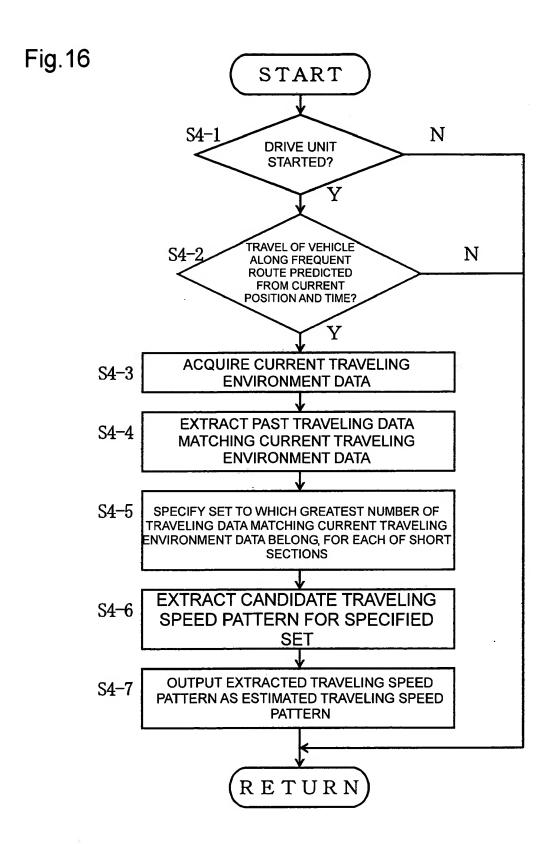












MANAGEMENT RANGE OF SOC TRAFFIC SIGNAL DESTINATION DISTANCE VEHICLE STOPS IMMEDIATELY DISTANCE DISTANCE m) VEHICLE TRAVELS BY MOTOR WHILE GENERATING ELECTRICITY VEHICLE TRAVELS BY MOTOR TRAFFIC CONGESTION TRAFFIC SIGNAL ACCELERATES/DECELERATES
OR STARY SISTOPS TRAFFIC SIGNAL TRAFFIC SIGNAL Fig.17 POSITION OF DEPARTURE SPEED Oan/h) 100 100 soc (%) soc (%) 0 0 (P) (a) ပ

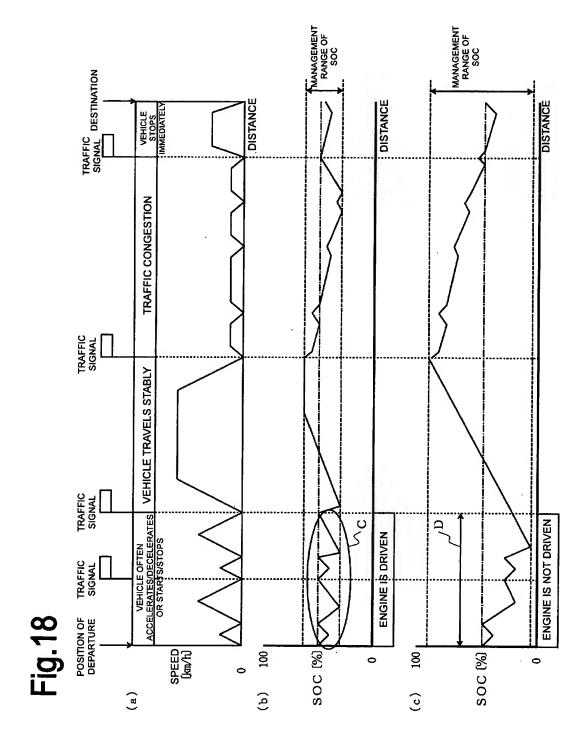


Fig.19

